

STAFF RECOMMENDATION

REVISED 5/3/04

D. Levy

NCPC File No. 6388



MODIFICATIONS TO THE DISTRICT OF COLUMBIA HIGHWAY PLAN

Reopen Portions of New Jersey Avenue, SE and 4th Street, SE;
and Dedicate a Portion of Tingey Street, SE
(DC Surveyor's File Number 03-1420)
Washington, DC

Submitted by the District of Columbia Surveyor

April 29, 2004

Abstract

The District of Columbia Surveyor's office has submitted a request to modify the District of Columbia highway plan by designating a new portion of Tingey Street, SE between New Jersey Avenue and 4th Street, and re-opening New Jersey Avenue, SE between M Street and Tingey Street as well as 4th Street between M Street and Tingey Street. The affected streets are located in the vicinity of the planned U.S. Department of Transportation Headquarters in the Southeast Federal Center.

Commission Action Requested by Applicant

Approval of modifications to the District of Columbia highway plan pursuant to D.C. Code § 9-101.12.

Executive Director's Recommendation

The Commission:

Approves the modifications to the District of Columbia highway plan as shown on DC Surveyor's File Number 03-1420 (NCPC Map File No. 41.11(44.50)-41350) by designating a new portion of Tingey Street, SE between New Jersey Avenue and 4th Street, and re-opening New Jersey Avenue, SE between M Street and Tingey Street as well as 4th Street between M Street and Tingey Street.

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PROJECT SUMMARY

The project re-establishes rights-of-way for portions of New Jersey Avenue, SE and 4th Street, SE below M Street in the Southeast Federal Center. Additionally, the project establishes a new right-of-way for Tingey Street, SE between 4th Street and New Jersey Avenue. The project is necessary to support construction of the planned U.S. Department of Transportation Headquarters.

Site Description

The project is located in the southeast quadrant of the District of Columbia in the area known as the Southeast Federal Center (SEFC). The roads being established or re-established form the southern, eastern and western perimeters of the U.S. Department of Transportation headquarters development site, directly south of M Street, SE. The project includes the extension of Tingey Street, SE west of 4th Street to the intersection of New Jersey Avenue, as well as the re-establishment of New Jersey Avenue, SE and 4th Street, SE between M Street and Tingey Street.

Background and Previous Commission Actions

These modifications to the District of Columbia Highway Plan are proposed in conjunction with the planned U.S. Department of Transportation (US DOT) headquarters development at the Southeast Federal Center. The Commission took action to approve comments on the US DOT project to both the District of Columbia Zoning Commission for federal interest impacts and the General Services Administration (GSA) relative to the Southeast Federal Center Public-Private Development Act of 2000 (Public Law 106-407) on January 8, 2004. The Commission's comments included a recommendation that "...the width of the publicly dedicated right-of-way for the extension of New Jersey Avenue be consistent with the existing right-of-way for New Jersey Avenue north of M Street, SE."

On June 13, 1917, Public Act 241 closed 4th Street, SE, south of M Street, SE. On July 19, 1943 Public Act 307 closed New Jersey Avenue, SE south of M Street, SE. Tingey Street has never existed as a public street in this location.

Proposal

The applicant proposes to re-establish the historic 160-foot-wide right-of-way for New Jersey Avenue between M Street, SE and a newly extended Tingey Street, SE. Tingey Street will be extended from its current terminus at 4th Street, SE to a point westward terminating at New Jersey Avenue. The applicant also proposes to re-establish 4th Street, SE between M Street and Tingey Street.

The proposed 160-foot-wide right-of-way for the New Jersey Avenue extension aligns with the existing 160-foot-wide right-of-way for New Jersey Avenue north of M Street, SE. The proposed right-of-way for 4th street is shifted to the east relative to the 4th Street right-of-way north of M Street because of the location of Building 167, a historic building built in 1919. Additionally, Tingey Street, SE is being extended westward, continuing its Navy Yard

Ideally, the re-dedication of 4th Street, SE would align with 4th Street north of M Street, SE; however, the presence of historic Building 167, which is within the Southeast Federal Center redevelopment area prohibits the alignment of 4th Street in such a way. The proposed extension of Tingey Street is appropriate and consistent with the historical development and character of the Navy Yard and the Navy Yard Annex, now the SEFC. The street pattern reflects the construction of the two large World War I-era industrial buildings on either side.

PROJECT CONFORMANCE

National Historic Preservation Act

The SEFC is also known as the Washington Navy Yard Annex Historic District. As a later expansion of the Washington Navy Yard, which was established in 1800, the annex was the center for both nationwide naval weapons production during World Wars I and II and the development of ordnance technology. The 60-acre annex was a bustling complex of industrial buildings and supply yards. The largest-caliber naval guns ever produced in America were manufactured here. Production stopped in 1962. Buildings in the annex include multi-story manufacturing structures of concrete post-and-beam construction, and foundries spanned by roof trusses, providing large uninterrupted interior spaces for assembly-line manufacture with overhead cranes.

The annex was developed similarly to the street and building patterns of the Washington Navy Yard. This industrial pattern overtook portions of the original L'Enfant Street plan in the early 20th century as large buildings were constructed to support the Navy's mission during the First World War.

JBG, as the grantee in a covenant with GSA to protect historic properties in fulfillment of GSA's Section 106 responsibilities, is required to obtain the written permission of the DC SHPO prior to altering historic properties at the site. JBG has consulted with the DC SHPO on the proposed alignments of the street extensions and has received its concurrence that the proposed alignments are consistent with the Procedures for the Protection of Historic Properties (36 CFR Part 800) and, more specifically, with the terms of the Historic Property Architectural Preservation Covenant included with JBG's lease.

National Environmental Policy Act

The submitted new roadway dedications were previously analyzed by the full NEPA documentation developed by federal government in 2002. Pursuant to the National Environmental Policy Act (NEPA), GSA prepared and distributed, for public review and comment, an Environmental Impact Statement that addresses the environmental effects associated with its action to acquire a new DOT headquarters building and its associated access road development. In accordance with NEPA, GSA completed a Record of Decision (ROD) for the project in January 2002 which covered all project development actions, including the required access roads. The submitted actions of the District of Columbia to establish dedicated rights-of-way conform to the location and characteristics of the elements reviewed and analyzed

by the completed EIS, and are described in the ROD as measures necessary for project implementation.

CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on April 14, 2004, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; District of Columbia Office of Planning; the District Department of Transportation; the General Services Administration and the Washington Metropolitan Area Transit Authority. The District of Columbia Office of Planning agreed to coordinate on this item subsequent to the April 14, 2004 meeting.

District Department of Transportation

The District Department of Transportation (DDOT) provided input to the proposed map amendment during the PUD process for the adjacent USDOT Headquarters on which the Commission took action on January 8, 2004. Additionally, DDOT agreed to coordinate this project at the April 14, 2004 Coordinating Committee meeting.

District of Columbia Office of Planning

The District of Columbia Office of Planning (DCOP) provided input to the proposed map amendment during the PUD process for the adjacent USDOT Headquarters on which the Commission took action on January 8, 2004. Additionally, DCOP agreed to coordinate this project subsequent to the April 14, 2004 Coordinating Committee meeting.